

TREE PLANTING IS MADE PROFITABLE

Reports from Illinois, Where
Trees Have Been Made to
Grow Well.

VIRGINIA SOIL IS BETTER

Interesting Facts Obtained by the
Government's Forest Service of
Agricultural Department.

WASHINGTON, D. C., June 22.—The soil and climate conditions of Virginia are much more favorable to tree growth than those of the State of Illinois, and, therefore, it is fair to presume that tree planting in the Old Dominion will in the long run prove much more profitable than in the Prairie State.

But they have been planting trees in Illinois, and the reports from there will prove interesting to Virginia farmers and Virginia people in general. It is shown that 180 species of trees will grow in Illinois.

Comparatively few species, however—those which will furnish posts or poles at an early age—can be grown on the better classes of soils in competition with better farm crops.

During a recent field season the Forest Service made a forest study to ascertain the kinds of trees best adapted to planting in the prairie sections of the State. Over 100 plantations were examined and more than 20,000 trees were measured as a basis for determining the rate of growth and the value of the plantation. The yield of posts or poles per acre was computed for the plantations examined, and conservative figures were assigned in order to find their present value. Detailed results and subsequent recommendations are embodied in Circular 81 of the Forest Service, "Forest Planting in Illinois," which will be sent free upon application to the Forester, United States Department of Agriculture, Washington.

Profits Shown.

Plantations which show a net annual income at 3 per cent. of \$4 an acre or more are regarded as commercially successful. Judged by this standard, the only species which would have paid throughout are catalpa, with an average return of \$5.18 per acre, and larch, with a return of \$4.38 per acre.

With catalpa, 10 plantations out of 15 whose products were computed have paid more than \$4 per acre, while two of these have paid \$9.35 and \$16.70, respectively. Though the average indicated return from catalpa is but little more than that from larch, it is often preferable to plant catalpa. It grows a trifle faster, can be utilized for posts and poles at a smaller size, and its wood is more durable. Besides, catalpa will grow well on ground that is too wet for larch, or which is flooded so often that success with farm crops is uncertain.

Of the 16 larch plantations examined, 10 have paid more than \$4 per acre, and of these 2 have paid more than \$7 per acre. This indicates that if a market develops for larch posts and poles, as seems likely, planting larch will at least be as profitable as raising ordinary farm crops.

Other Species.

The average return from black walnut is low, since this tree requires many years to reach a size profitable to cut. It is true that one 20-year-old grove shows an annual income of \$2.05 per acre, but this is computed for posts, and no owner of a walnut grove is likely to cut it for these. Two groves in Whiteside and Morgan counties show annual incomes of \$3.66 and \$3.32 per acre, respectively, at the end of forty-nine and sixty-four years. These, however, are by far the best walnut groves measured. Even under the best conditions walnut requires at least fifty years to reach a profitable

cutting size, while in one hundred years the profit should be much larger. Few persons, however, are likely to undertake such a long-time investment.

In addition to giving tables showing the rate of growth of all the species of trees which have been largely planted in Illinois, suggestions are given as to the best methods of planting and thinning a forest plantation, and reference is made to a plantation recently started by the Northern Illinois State Normal School at De Kalb, according to plans prepared by the Forest Service. One of the most instructive plantations examined was that established in 1871 by the University of Illinois at Urbana. This covers about 13 acres and contains 20 species of forest trees, many of which have grown well.

WASTED POWER IN SOUTHERN RIVER

(Continued from First Page.)

should be ample to furnish electric power for actuating most of the industries of Richmond. The same argument can apply to the Dan River in connection with the city of Danville. Throughout the cotton manufacturing section of North Carolina are so many water-powered mills that not a pound of coal need be burned to generate steam, were even a small proportion of the rivers made available. What this would mean to the textile industry alone of the South can be appreciated when it is remembered that two of the most important centres of this activity are located in the South, but in the world owe their prosperity to the power canals which were among the first to be constructed in this section of the country.

Further Down South.
The remarkable development of the city of Columbia as a cotton-making centre is due almost to the canal which was constructed to secure power from the Congaree River. Although the city has no more advantages than any other community in the South, it has become noted for the extent as well as the quality of the goods which it manufactures. The same can be said of Augusta where a comparatively small head of water afforded by the Savannah River has been utilized to operate some of the largest textile plants in the South.

Really the combination of advantages which this section of the country possesses for turning its greatest crop into fabric is without parallel in the world owing to the proximity of so many water courses to the cotton-growing belt. In a recent article we indicated the expansion of this industry in Lancashire where the steam engine is employed almost entirely and every pound of raw material brought a distance of at least 8,000 miles. When it is only necessary to take sand and stone from the banks of a river, buy a little cement and form a power site which will turn every wheel in a city, it seems strange that the Southern people have not availed themselves of such opportunities long before. It is worth while to reflect on this fact—that the power station on the Susquehanna is large enough to operate fully a hundred large cotton mills alone, since few of the most extensive plants require even a thousand horse power each.

Jamaica Shows Surplus.

KINGSTON, JAMAICA, June 22.—Governor Oliver, in the legislative council to-day, announced that the surplus of the last financial year amounted to \$200,000.

Will Redeem Notes.

CHICAGO, June 22.—The Chicago City Railway Company will redeem its \$2,000,000 of 5 per cent. three-year notes on July 1.

New Opera House.

FAYETTEVILLE, N. C., June 22.—The La Fayette Auditorium Company will erect an opera house here to cost from \$20,000 to \$25,000.

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WILL MUNICIPAL OWNERSHIP PAY?

An Object Lesson That Comes from a Town in Eastern Ohio.

LABOR TROUBLES—POLITICS

However, the Town Was Badly Handicapped by Laws of the State.

WHEELING, W. VA., June 22.—Municipal ownership of light and water plants at Martins Ferry, a town of twelve thousand inhabitants in Eastern Ohio, promised to be a success in the early years of the experiment, but passing events have shown that the town is likely to multiply and possibly in the future may result in serious disadvantage to the municipality.

With the water-works system costing half a million dollars and the electric light plant erected at an expense of \$150,000, the town is bonded far beyond its indebtedness it can stand, but this is not the trouble that will eventually prove the undoing of municipal ownership in the town.

Labor Troubles Bob Up.

The inability of the municipal authorities to deal with labor troubles has put the water-works and the lighting system in jeopardy the past year, and it looks as if the worst was yet to come. Three times in the year the employees of both these plants have gone out on a strike without a moment's warning, leaving the valuable machinery and the public service system to run themselves. At present a strike is on and the strikers have been "locked out" of both places.

The town authorities claimed they were not permitted under the State laws to deal with the employees union, and when the men did not get what they wanted through the union they laid down their tools. Later the Board of Public Service discharged the leaders and made it so unpleasant for the other union men that they were compelled to quit.

Politics in It.

The fight has been on now for a year, and union labor, which has the controlling vote in the town, will out the entire board having charge of the town plants at the coming fall election. Men will be chosen who are known to be friendly to union labor, and they will mean the appointing of men to positions at both plants who are new to the business and who have little or no experience.

Already the machinery has been damaged to the extent of many thousands of dollars by inexperienced men employed on short notice to fill the places of the men discharged, and with two or more changes certain to occur within the year there is every reason to believe that the damage will be infinitely greater. New machinery will then be needed, and the city will be swamped in debt.

With the water works and the electric light plant in control of a private corporation that could deal directly with the unions, or fight them as it saw fit, all trouble could have been avoided and the two plants could have been run on a reasonable profit and without material inconvenience to the public.

The town has been enabled to run along for years by reason of the revenue received from the sale of water to Bridgeport and Brookside, two

neighboring towns that laid their own pipes and paid something like ten thousand dollars each year for water rental. Now that there has been so much trouble, Bridgeport is considering building its own water works or securing its supply from some private company, and thus cut off the extra revenue that has made the Martins Ferry plant self sustaining.

Southern Immigration.

All who are interested in the problem of giving the South desirable immigrants to assist in the work of exploitation, will welcome the appointment of a commission, with Commissioner-General Sargent at its head, to select sites for the erection of immigrant stations at New Orleans, Galveston and Charleston. For some time steamers have been plying directly between Europe and Southern ports, due largely to the initiative and resourcefulness of the Southern States rather than to Federal action. This has given the South some desirable help, and with the completion of the stations contemplated, Southern immigration should take on a decidedly new hue and become a regular fixture. The demand for labor in the South is insatiable, and so inexhaustible are her sources of industrial, mineral and agricultural wealth, that years must elapse before labor will seek employment in vain below the line of Mason and Dixon.—Wall Street Summary.

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FEWER FACTORIES WORKING

United States Supplies England, Ireland and Scotland With the Raw Leaf.

Inasmuch as Virginia ships a vast deal of tobacco to Great Britain, a review of the tobacco business in the United Kingdom will prove interesting.

After giving dry statistics, showing the consumption of tobacco, the Times says:

"The steady advance in the cost of raw material, which is becoming a very serious matter, especially for those manufacturers who are outside of the 'combine' (Imperial Tobacco Company), is due to a number of causes, chief among which may be mentioned the comparative smallness of the production, the great increase in the consumption, the high cost of labor in the producing districts, and the effect upon production and wholesale distribution of artificial restrictions. The prices of raw tobacco, even from the same district, vary greatly according to quality, but an all-round advance has taken place, the values of certain varieties having been doubled. Ordinary Kentucky strips, for instance, which are chiefly used for the manufacture of cheap cigar and roll tobaccos, and sold at 4 to 8 cents per pound not so very long ago, are now quoted at 12 cents per pound. Virginia bright tobaccos have advanced in like proportion. Needless to say, by far the greater part of the tobacco used by British manufacturers is grown in the United States, and statistics recently issued by the American Department of Agriculture show last season's crop to have amounted to 225,000,000 pounds, valued at from \$55,000,000 to \$57,000,000. That quantity compares with \$33,400,000 pounds, 660,400,000 pounds, \$15,971,000 pounds, and \$21,823,000 pounds, respectively, in the four preceding years. As showing the great advance that has taken place in values, it is interesting to observe that the \$21,823,000 pounds crop in 1902 was valued at little more than last year's crop of 225,000,000 pounds. A somewhat ominous sign of the times is the reduction in the number of tobacco manufacturers, there in England numbering 167, a reduction of 5, as compared with the previous year; in Scotland 37, a reduction of 3, while Ireland remains the same as before, with 25. To get a smaller number than 387, in England, it would be necessary to go back nearly forty years. In Scotland the number has never been so small since the licensees were instituted.

Wine From China.

LONDON, June 22.—The foreign office learns that China will enter the world's wine market in 1908. The cultivation of grapes for wine has been going on experimentally for 10 years on the shores of the Gulf of Chihli, where acres are planted with black and white grapes from every wine growing country of the world.

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FOR NEW YORK

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship following day at 7 P. M. Also Norfolk and Virginia Ry. at 9 A. M. and 3 P. M., and Chesapeake and Ohio Ry. at 9 A. M. and 4:00 P. M., making connection daily (except Sunday) at Norfolk with Main Line Ships sailing 8 P. M. Tickets 808 E. Main St., Richmond Transfer Co., 810 E. Main St., The Jefferson, Murphy's Hotel.

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Norfolk to Boston, Mass.
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Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. For Providence Monday, Thursday and Saturday. For Savannah and freight taken for all New England points. Tickets on sale at O. R. W. N. and W. R. W. Offices, and No. 808 and 810 East Main St.
E. C. LOHR, Asst. Norfolk, Va.

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Following schedule subject to published only as information, and are not guaranteed.

7:00 A. M.—Daily—Local for Charlottesville, connecting at Keyville for Charlottesville, and Clarksville.
11:15 A. M.—Daily—Limited—Burrill Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Charlottesville, Oxford, Durham and Raleigh.
4:00 P. M.—Ex. Sunday—Keyville Local.
11:30 P. M.—Daily—Limited Pullman ready 6:15 P. M. for South.
YORK RIVER LINE.
4:00 P. M.—Ex. Sunday—Limited—To West Point—Connects at Baltimore.
8:15 P. M.—Ex. Sunday—Local to West Point.
TRAINS ARRIVE RICHMOND.
8:05 A. M., 8:40 P. M.—From all the South.
4:10 P. M.—From Charlottesville, Raleigh, Durham, Clarksville, City, and local stations.
8:20 A. M.—From Keyville—Local.
10:20 A. M.—From Baltimore and West Point.
10:45 A. M., 5:15 P. M.—Local from West Point.
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TRAINS LEAVE RICHMOND—NORTH.

6:05 A. M.—Daily—Byrd St. Through.
7:00 P. M.—Daily—Main St. Through.
7:30 A. M.—Week Days—Elba, Ashland Accommodation.
8:40 A. M.—Daily—Byrd St. Through.
Local Stop.
11:40 A. M.—Week Days—Elba, Ashland Accommodation.
12:01 noon—Week Days—Byrd St. Through.
4:00 P. M.—Week Days—Byrd St. Washington Accommodation.
8:45 P. M.—Sunday only—Elba, Washington Accommodation.
10:30 P. M.—Week Days—Elba, Ashland Accommodation.
6:45 P. M.—Daily—Main St. Through.
8:20 P. M.—Daily—Byrd St. Through.
TRAINS ARRIVE RICHMOND—SOUTH.
6:30 A. M.—Week Days—Elba, Ashland Accommodation.
7:50 A. M.—Daily—Byrd St. Through.
8:25 A. M.—Week Days—Byrd St. Washington Accommodation.
10:35 A. M.—Sunday only—Elba, Washington Accommodation.
10:40 A. M.—Week Days—Elba, Ashland Accommodation.
12:20 P. M.—Daily—Main St. Through.
2:45 P. M.—Daily—Byrd St. Through.
5:40 P. M.—Week Days—Elba, Ashland Accommodation.
7:15 P. M.—Daily—Byrd St. Through.
9:00 P. M.—Daily—Byrd St. Through.
Local stop.
9:15 P. M.—Daily—Main St. Through.
NOTE—Pullman Sleeping or Parlor Cars on all above trains, except local accommodations.
Time of arrivals and departures and connections not guaranteed.
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Chesapeake & Ohio Railway

CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASHVILLE, MEMPHIS.

2:15 P. M. daily and 11:50 P. M. daily, except Saturday: 11:45 P. M., Saturday.

WESTBOUND LOCAL TRAINS.

7:25 A. M. and 5:15 P. M. week days.

NEWPORT NEWS NORFOLK AND OLD POINT.

9:00 A. M. and 4:00 P. M. daily.

LOCAL FOR NEWPORT NEWS AND OLD POINT.

7:35 A. M. and 5:15 P. M. daily.

JAMES RIVER LINES.

10:20 A. M. daily; 5:15 P. M. week days.

Arrive Main Line from West: 7:30 A. M., 8:20 A. M., 11:45 P. M., 11:45 P. M. From East: 10:05 A. M., 11:45 A. M., 7:00 P. M., 8:00 P. M. James River: 8:40 A. M., 8:55 P. M.

*Daily. *Except Sunday.

ATLANTIC COAST LINE

EFFECTIVE MAY 26TH, 1907.

TRAINS LEAVE RICHMOND DAILY:

For Florida and South: 8:15 A. M., 7:15 P. M.

For Norfolk: 9:00 A. M., 5:00 P. M. and 6:00 P. M.

For N. & W. Ry. West: 9:00 A. M., 12:10 and 9:30 P. M.

For Petersburg: 9:00 A. M., 12:10, 3:00, 5:25 P. M., 6:00, 9:30 P. M., 7:45 and 11:30 P. M.

For Goldsboro and Fayetteville: 12:15 P. M.

Trains arrive Richmond daily: 6:15, 7:25, 8:35, 10:45 and 11:40 A. M.; 1:27, 2:06, 5:50, 8:00 and 8:50 P. M.

*Except Sunday. *Sunday only.

Time of arrivals and departures and connections not guaranteed.

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Cafe Dining Cars. Trains arrive daily from Norfolk, 11:40 A. M., 6:50 P. M. From the West, 10:15 A. M., 2:05 P. M., 8:50 P. M. Office, 835 E. Main St. *Flyer, 2 hours, 20 minutes.

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12:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.

3:35 P. M.—Pullman Parlor and coaches, Atlanta, Birmingham, Memphis, Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY.

6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour from 6 A. M. to 10 P. M.; 11 P. M. car to Chester. Last car 12 midnight through to Petersburg. Limited car, 6:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Sycamore Street, every hour from 6:35 A. M. to 10:55 P. M. Last car 11:40 P. M. Limited car, 7:15 A. M. daily, except Sunday.

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